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HAWAIIAN



GAZETTE.

VOL. VII--NO. 36.

HONOLULU, WEDNESDAY, SEPT. 20, 1871.

BUSINESS NOTICES.

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fied to by the above agent to make them valid. [7-117] IMPERIAL FIRE INSURANCE COMPANY Of London.-Instituted 1803. CASH CAPITAL, \$8,000,000 in GOLD.

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Supreme Court, July Term, 1871. IN BANCO-ALLEN, C. J., HARTWELL, J.

Estate of Kailikanoa, deceased intestate. Appeals from a decree at Chambers must be taken within ten days by Rules of Court, or they increase their size, and to modify their forms. are invalid; judgment on any subsequent verdict | The fact, that while the capacity of a ship increases would violate the rights of original parties not as the cube of its linear dimensions, its resistance represented in such appeal. Legitimacy is fixed | increases only as their square is becoming more and by law existing at the time of birth. P. Nahuo- more, and better and better, understood. In other lelua was appointed Administrator on the said a ship of 2000 tons displacement at a given speed, a ship of 16,000 tons displacement, and of the same of Hawaii. Dec. 6, 1870, he filed a petition be- form, may be driven with only 1200 horse power. fore the Chief Justice of this Court in Probate, 'Or, not to fix upon ships of such widely different dialleging that in 1866 he sent an account of his me duinistration to said Circuit Justice, and in wider, and deeper than another, we give it twice the 1867 was informed by D. Nauspakai, successor of said Justice, that he had received said account there not such a demand for frequency of transit, and would advertise it for hearing, but had not very large steam ships would be the most profitable done so, and had now ceased to be the Cir- of all. But we have no less than nine steam ship cuit Justice; wherefore, the Petitioner prayed companies carrying passengers and freight between for a hearing on his accounts, and that the heirs | Europe and the United States, and despatching their of said estate be declared At a hearing Dec. sible to effect an arrangement between these differ 31, the account was approved, the Administrator ent interests, so that one ship a week only should discharged Jan. 21, and the Court decreed that be sent off-and this would fully answer all the re-Nahaolelua was entitled to inherit one undivided | quirements of traffic-vessels of eight times the dishalf, and Hoomana (w.) the other half of said placement, eight times the capacity for passengers, estate. This decree was opposed by Mrs. Hana- and yet of but four times the engine power, and run at about three times the total expense, would serve at a first class fare of 10%, where it is now 20%, and a this decree, Mrs. Holt's counsel. Feb. 4, filed a notice of appeal, and at the April term moved larger vessels would also be much speedler, and that the following issue of fact be tried by jury, every way more comfortable. What is more, with viz.: "Whether P. Nahaolelus, the petitioner, a moderate increase of engine power, attended with is entitled to inherit the estate of the said Knili- but a very moderate therease in the total cost, the kanoa, decedent, by virtue of the statutes of descent of property in this kingdom." The jury rendered the following written verdict, viz.: was built before her time; but were there traffic (translated.) "On considering the case of Hana- for a fleet of Great Easterns, sailing regularly every kaulani and O. J. Holt vs. P. Nahaolelun, eleven | week for New York, they would be the most econo of the jurors approve the title of Hanakaniani mical steam ships affont, supposing only that they and O. J. Holt, and one, that of P. Nahaolelua," were fitted with proper engines. Nahaoleiga's counsel excepted to the verdict as and industry on the Thames, has almost wholly de contrary to evidence and not responsive to the serted it for the Clyde and the Tyne, it is not issue. The bill of exceptions states that the evi- the less satisfactory to note that, at lesst upon the dence on both sides was, that Opnainapeau (k.) | Clyde, an immense amount of tonnage and horse and Keolewa, (w.) were the parents of Kapehe. power has been turned out during the last twelve the mother of Knilikanon by Kahai and after Kahai's death, mother of Hoakini by Kusaumon; that said Hoakini was petitioner's half brother, Messrs. Caird and Co. These companies, whose begotten by the same father from Keanhuhu. while Kapehe was living with him undivorced, and that this occurred in ancient times; that Kupehe second, danghter of Keaks, sister of Ka- 3000 tons register, and of 750 horse power, are

stated of Hoskini, the person last seized of said parts of the world. Messrs. Holt, Messrs. Gray R. G. Davis for the exceptions.

A. F. Judd contra. HARTWELL, J.: The appeal was not taken un- or two steamships direct to Australia. We now til more than ten days after the decree, therefore have a line of steamers, sailing three times a month the subsequent proceedings are invalid under the from Liverpool to the West Indies and Mexico; rules of this court, as to all persons not parties. Hoomana and Simmons were parties at the first proceedings, and are not represented in or affect-

pehe first, is still living, being of a collateral

branch of the same degree with that of Mrs.

Mrs. Holt is not sole heir in any event, as Ka- Those just mentioned are all new lines, and Messrs. pehe's claim is of like degree, and Hoomana is | Cairds, of Greenock, have also recently built four gainst Insurance Companies within the jurisdiction above flourist of Underwriters, will loave to be certiheir of one half of the estate, whether Nahaole- ships for the French "Compagnie Generale Translon or Mrs. Holt and Kapehe have the other half. There is no propriety in a partial issue like this, both of which have had but few new abips builtand no judgment could be pronounced on the verdict which does not necessarily violate the rights | Company, and more espacially Messrs. Allan and of others. This is true, whatever the verdict. But if the appeal were duly taken, the issue correct, and the verdict responsive to the issue and sustained by the evidence, the jury must be deem- to exceed the dimensions formerly adopted for steam ed to have misconceived the law. For statutes ships, and each new addition to these fleets is of of marriage and descent were not enacted when the full size which, but ten years ago, would have Nahaolelua was born, and his legitimacy cannot been thought colossal. A fine line of steamships

be determined by subsequent legislation. But as the appeal was not duly taken, and as the issue is incorrect, the verdict should be ayas," immense ships as they are, 400 feet long, set aside, the appeal dismissed, and the parties should be mentioned as results of a progressive

remitted to their former rights. Verdict set aside, appeal discussed.

The use and control of great capital and the con al that ever occurred in California, took piace in duct of great enterprises necessarily creates in the 1840, and was performed over a brother found popular mind jealousy and distrust. Especially is drowned in the Bay of San Francisco. An account | this the case when in aid of great national project of the ceremoules states that on the body of the de- national assistance is asked and received, and esceased was found a silver mark of a Mason, upon pecially is it true in governments of Republican which were engraved the initials of his name. A lit- form, where every individual feels that he is a part tle further investigation revealed to the beholder the of the State, and that the public treasury belongs to most singular exhibition of Masonic emblems that him. His first sentiment is one of jealousy that he was ever drawn by the ingenuity of man upon the was not the recipient of the public bounty, forgethuman skin. There is nothing in the history or ting that before assistance was granted there had traditions of Freemasonry equal to it. Beautifulty been individual enterprise and well-matured plans, dotted upon his left arm, in red and blue ink, which resulting from business capacity, and perhaps long time could not efface, appeared all the emblems of years of tollsome preparation. Capital necessarily the entire apprenticeship. There were the Holy brings power, and will take arbitrary measures for Bible, square and compass, the twenty-tour inch its protection; the people resent the exercise of gauge and common gavel. There were also the Mas- power, and naturally rebel against its display. This onic pavement, representing the ground floor of preliminary is to call our readers' attention to the King Solomon's Temple, the identical tessel which railroads of this State, and to the fact that the two surrounds it, and the blazing star in the centre. On great railroad schemes-the Central Pacific Bailroad his right arm, and artistically executed in the same | Company and the California Pacific Company-have indelible liquid, were the emblems pertaining to the struck bands, and consolidated their capital and fellow-craft's degree, viz., the square, the level and placed both roads under one management. Messra the plumb. There were also the five columns re- Stanford and Buntington, of the one Company, and presenting the five orders of architecture-the Tus- Mr. Latham, representing the other, have, from can, Doric, Ionic, Corinthian, and Composite. In being rivals and from wasting their means in the removing his garments from his body, the trowel building of parallel roads, double depots and mapresented itself, with all the other tools of operative | chine shops, with a double set of officers and emmasonry. Over his heart was the pot of incense. ployees, and all the consequent extravagance of a On the other parts of his body were the beehive, the double system, (as we think wisely and for the book of constitutions guarded by the Tyler's aword | boat interests of California,) united their business, pointing to the naked heart; the All-seeing eye, the | and made of the present roads one property-sys anchor and ark, the hour-glass, the scythe, the forty- tematized and arranged it under one control. This seventh problem of Euclid, the sun, moon, stars, proceeding will necessarily give them a better credit and comets; three steps which are emblematical of abroad, enhance the price of their securities, faciliouth, manhood, and age. Admirably executed was | tate the negotiation of their bonds, enable them to the weeping virgin, reclining on a broken column develop a more complete and economical railroad upon which lay the book of constitutions. In her system in this State; and the result is, beyond ft hand she held the pot of incense, the Masonic doubt, a greater capacity for business and a cheaper emblem of a pure heart, and in her uplifted hand a service to the people. Ignorant and narrow-minded sprig of seasis, the emblem of the immortality of men will carp at and criticise everything that is bethe soul. Immediately beneath her stood winged | youd their comprehension; politicisms will decry Time, with his scylar by his side, which cut the subsidies, and newspapers will oppose monopolies, brittle thread of life, and the hour glass at his feet, forgetting that any work requiring an outlay of witch is ever reminding us that our lives are with- millions is beyond the capacity of single men, and, ering away. The withered and attenuated fingers of | if national in its character, must have national aid. and Manila CICARS! the Destroyer were placed amid the long and flow- Such people forget that California is separated THE BEST SMOKING AND CHEWING ing ringlets of the disconsolate mourner. Thus from Eastern settlement by a wide belt of unoccuwere the striking emblems of mortality and immor- pled country. Ten years ago they all ciamored for tality blended in one pictorial representation. It a Pacific railroad, and now that it is an accomplished was a spectacle such as Mason never saw before, and fact, they seem to feel angry that Messrs. Stanford In all probacility such as the fraternity will never and Huntington have been successful in doing just sitness again. The brother's name is unknown .- | what they wanted. We have all desired an internal

> satiently, at the gate of a small town to a very tedious oration. One of his courtiers thought he should please him by interrupting the insipid orator. fornis demands 5,000 miles more of rail, and pailroads "Sir," said he, " what is the price of asses in your country?" The haranguer stopped, and having scan- be encouraged and sasisted. San Francisco can not ned the courtier from head to loot, "When they are in as good a condition and as large as you are," repiled he, "they are worth at least 80 francs." and then resumed his discourse.

\$6.00 PER YEAR.

Commercial Steam Ships.

Although but little, if any, enange has been

ade on the structure of steam resselss, or

in their machinery, during the past year,

there has been an numistakable tendency to

words, where 300 horse power is sufficient to drive

tonnage, while its requisite engine power, for a

second class and steerage fare of from 21 to 51. The

teen instead of twelve knots an hour, thus saving

Although iron shipbuilding, once such an import-

months. The best customers have been foreigners,

the Hamburg American and the North German

Lloyd companies having been large "clienta" of

splendid fleet of nearly fifty steam ships may be

among the finest on the Atlantic, and the Ham-

burg American Comonny is now running regular

lines of steam ships to Baitimore and New Orleans

and Co., and other firms now despatch steamer

direct to China and Japan; and besides the Great

Britain, owned by Messrs. Baines and Mackay,

Messra. Money Wigram and Sons are working one

and Tait's line, the "London Belgium, and Rio

Plate," of four steam ships, and also the vessels of

the River Plate Steam Ship Association, working

between Liverpool and Buenos Ayres. There is

also a new direct line from Liverpool to Valparaiso.

atlantique," to work to the Pacific. The old lines-

Messrs. Inman, have largely increased their fleets,

seven first class steamers having been taken in

hand for the two last-named firms within the twelve

months. As we have said before, the tendency is

we should note, is now successfully working be

tween Brindisl and Alexandria. Even the new

fleet of Government transports, the "new Bimal-

school of naval architecture.-Brit. Trade Journal.

Combination a Benefit.

Holt; also, that Mrs. Helt is grand-daughter of as well as to New York. English merchants are

more than a day on the passage. The Great Eastern

RATES OF ADVERTISING. Space Measured in I.w. I.m. Zm. Zm. 6 m. 12 m. -16 lack ... \$ 1 00 5 3 00 6 3 00 5 4 00 5 6 00 12 02 -1 lack ... \$ 1 00 5 00 4 00 5 00 6 00 12 02 #3" Business Cards, when prepaid for one pair, are all d's discount from these rains, which are for transfest ab nents, when paid or charged quarterly.

Guzerte

Hawaiian

pate. San Diego will in a short time, become the terminus of a Southern road, with a port upon the Pacific equal to that of San Francisco. Can our city, then, afford to be indifferent to every transcontinental and interior road? It should strain every effort to encourage the construction of reads, and spare no exertions or money to compel them to concentrate here. All the rheteric expended by orators, and all the sentiment or indignation to which the press may give utterance, is pure bosh. Capital will protect itself, and all that a community can do is to endeavor to make the interest of in corporations identical with their own interest. The interest of these now united roads is to advance the population and increase the business of California, to encourage and develop every industrial resource in the State, to multiply steamship lines to distant countries of the Pacific, and to direct the commerce of Asia to the port of San Francisco. Every immigrant and every dollar brought to this Coast aids them, and instead of being embarrassed by hostile legislation and annoyed by unkind criticism, they should be sided, encouraged, and sustained -S. F. Neuga Letter.

The London "Cabby,"

It is not at all to be woodered at that the cabmen are not, as a rule, models of honesty, honor, and sobriety. In the first place, they have a bad name. Then, sgalo, they receive little or no mercy from the magistrates when summoned before those dignitaries. Unless the case is very clear for the other side indeed, the cabman, like the absent, is presumed to be in the wrong, and mulcted accordingly. Hence we should not be surprised that the species degenerates, and exhibits abnormal and not very agreeable types of humanity in some instances. The cab-rank might be differentiated into many classes. There is, for example, the young cabman, who tools the dashing bansom which is mounted with muslin curtains on certain gala occasions. The horse worked by him is generally a thoroughbred screw of great speed, who is kept from mischief by constant occupation. This specimen of the tribe affects the region of the clubs, and late at night becomes a rover about the haunts of lively lissipation, from which he absorbs profitable fares in white ties or in red allk. He is knowing in the ways of the town, and smokes a bundle of stuff nade to imitate a cigar instead of a pipe. Then there is the misanthropic old gentleman, who wears as many coats as a Dutchman used to wear breeches, and who guides a growler at a funeral pace, solumnly descending from the box at the end of his journey to protest against his fare-no matter what it may

be. Again, there is the cabby who, while demonstratively civil on a journey, and "Jeaving it to yourself" at the conclusion, receives his dole in solemn, reproachful ellence, and pockets it with a sigh, as though of regret for having trusted to a sentiment. The wild cabman-or homicidal driver-is not, we are glad to report, on the incresse. He may be traced through the reports of the Registrar-General. He may be seen, however, pursuing his swift career down Piccadilly, any evening after ten o'clock, towards the festive region of Cremorne. How pedestrians, weak of mind or slow of galt, escape him, is often little less than miraculous. Occasionally, indeed, he does for an old gentleman or a child; but since a police magistrate was partially pulverized like a mere civillan by a driver of this order, the wild or homicidal cabman has become more circumspect. People who have residences in the vicinity of cab-stands complain that the conversation these places is far from literary or improving. In fact, the cab-stand is credited with the same proficiency in bad language which formerly attached to Blilingsgate. The wordy wars of the profession are not, in truth, conducted with quite as much elegance as force, but then if a cabman have an argument with a companion, it is so liable to interruption generally hurried into emphasis by the consciousness that the course of reasoning may be broken in upon unexpectedly at any moment. The cabmen are not at all destitute of a taste for a certain kind of reading. They will be found, on being questioned, to develop strong political views, amongst which may be specified a singular dislike to Mr. Lowe. The fact is curious, considering that Mr. Bruce and that extra-parliamentary official Colonel Herderson are the personages brought in contact with them, and that Mr. Lowe did not even interfere to extent of a learned pun with the effort made to get them to carry lamps .- [London News.

THE KALMUCHS AND NOGAT TARTARS,-In traversing Caucasus from north to south, the traveler, after leaving the Cosasck country, strikes the vast arid plains called steppes, over which roam those strange people, the Kalmucks and Nogay Turtars. The religion of the former is a sort of alternation from Budhism. Their ragged tents, scattered over that part of this desolate region which they appropriate to themselves, are estimated to centain 15,000 milles. In 1771, unable to endure the vexations of Russia, they, like the children of Israel in Egypt, moved off in a solid mass into Asia-2,500,000 of them-a sufficient answer to those who doubt the Biblical account of the number Moses took with

Like flying camps, these villages of tents move from place to place as the impulse seizes the owners. As the traveler comes upon one of these vast camps at mid-day, no signs of life meet bim. All is silent and motionless on the desolate burning plain on which they are pitched. The men are away, pillaging from neighbors not of their own race, while the sen and children hide themselves in their regged tents from the rays of the sun. The interiors of these tents present an undescribable medley of trunks, vallees, chests, saddles and bridles, and old clothes, pilled in a confused beap together-spoils which the men have gathered in their forage. The fireplace alone shows that it is the habitation of a family This, in winter, serves the double purpose of cook log, and a place for the children to sleep in, who roll themselves up in the warm askes to protect themselves from the cold. These, even up to ten years of age, go almost entirely naked in the summer time, for the best in these desert plains is then intense. In the winter, when the cold wind aweeps unchecked over them, all huddle together in their ragged tents, which often for days are blotted out by the snow-drifts that cover them.

Clad in a dirty shirt, with bagging pantaloons red moroeco boots and a woolen cap encircled by a huge band of sheepskin with the wool on, the Kalmuck presents a singular appearance. He has a debased countenance, high cheek bones, and long disheyeled hair. Though small in statue, this child of the desert is strongly built, and tough as from. Theft is regarded as the business of life, and is practiced with an adroitness hardly conceivable. He will take away a simple peasant's animal right before his even Theft he impresses on his child as a religious duty, and how to succeed in this, his only proper occupation, is the sole education he gives him.

The Nogays, or Nogaus, divide with the Kalmucks these vast sleppes. They are a Turkish race, prace-able in their habits, and tillars of the sell. In other respects they resemble the Kalmucks in their manner and mode of life. Burned by the rays of the sun in summer, and awept by the biting winds and long, frightful spow-storms in winter, they lead a miserable suffering existence. Between 1856 and 1860 more then 300,000 of these somads emigrated to Turkey. No particular reason was assigned for this extract dinary emigration. Whather driven by the versitions of local authorities they hoped to find a spot where they would be free from them, or whether drawn there by their Mobammedan falth, or moved by some report that reached them of a land like that of Canasa, flowing with milk sad honer, is not known; suicide and death to do so, at least it is to delay the | but village after village struck its tents and moved southward, till more than 200,000 bute farewell to their native steppes. - [Seribner's Monthly.]

railroad system; Mr. Latham, with domestic and oreign capital, develope that system, and people Louis XIII. of France was one day listening very will blame these two enterprises that, for self-defense and mutual interest, they unite to strengthen themselves for further effort in the same direction. Call-

do not build themselven; their construction should

afford to enter upon an anti-railroad policy; it is

progress and prosperity that ought to be immediate.

Puget Sound will become the terminus of a trans-